Tri-State Transportation Commission Meeting Summary
Stevenson, WA
September 16 & 17, 2019

Welcome and Opening Remarks

The meeting began with opening comments by Chair Jerry Litt, Washington Transportation Commission, Chair Fran Inman, California Transportation Commission, and Chair Bob Van Brocklin, Oregon Transportation Commission. Following roll call by the Oregon and California Commissions, commissioners and staff were introduced.

Rural Freight Movement Issues, Challenges and Opportunities

Rural freight movement happens within a complex supply chain reliant on multi-modal options working efficiently from barge, to train, to trucks moving goods from farm to markets across the country and the world.

Eric Jessup, Associate Director, Freight Policy Transportation Institute (FPTI), Washington State University, said that, compared to a year ago at this time, there is a little excess capacity available on rail and in trucking. Coal shipment by rail is down, oil shipments are up. It is not the case for ocean freight. Mr. Jessup also noted that reliance on the Columbia River system for shipping is changing.

Top Freight Issues:

- Market Access
  - Availability (cost & service) of ocean containers
  - Availability of multi-modal transportation options (truck, barge, rail) (Ag. inputs and export markets)
  - Congestion at ports
- Infrastructure needs
- Maintaining short-line railroads
- Class 1 railroad cooperation

Technology is impacting freight movement in a variety of ways:

- E-Commerce & online ordering / home delivery (Amazon, Blue Apron, Walmart)
- Freight supply-chain needs
- Congested cities

Recently Completed FPTI Projects:

- WSDOT: Improved Methodology to Evaluate Benefits of Highway Preservation
- USDA: Infrastructure Investment & Economic Modeling: Export Supply Chains
- USDA: PNW Container Availability Study
- USACE: Upper Mississippi Transportation Study

Current FPTI Projects include

- Idaho Transportation Department: Freight Supply Chain Analysis (EROADS)
- PacTrans: Confounding Factor Analysis of Commercial Vehicle Accidents
- USDA: Agricultural Truck Safety Study
- USDA: PNW Inland Terminal Optimization Model
- USDA: Livestock Transportation and ELD Mandate
- USDA: Railroad Consolidation Time Series Analysis (1980-2018)
- USDOT: Freight Data Warehouse: http://ses.wsu.edu/fpti/freight-data-warehouse

Eric Havig, Program Manager, Connect Oregon, a program investing in non-highway transportation, especially for freight movement.

Mr Havig outlined challenges and opportunities, many called out by Mr. Jessup. Challenges include:

- Lack of Freight Options
- Truck Parking
- Short-line Railroads
- Inclement Weather
- Urban Congestion

Opportunities include:

- Columbia River System
- Intermodal Facilities
- Technology

Rural areas are especially reliant on trucks to move freight. Growth in trucks on the road is outpacing the new supply of truck parking spaces; truckers say parking availability is a regular problem. Short line railroads provide an alternative to trucking where available. At-risk rail lines need investment to prevent rail abandonment.

Winter weather challenges. Inclement weather at key passes on I-5/I-84 affect all 3 states. ODOT and Caltrans manage the 136 miles of I-5 between Redding and Ashland, where weather causes truck delays; there are no low elevation alternatives. Truck parking fills up at closure points and creates a surge when the pass opens.

Urban congestion impacts all freight movement. Freight has adapted to increasing congestion in the Portland metro area with shipping terminals beginning operations at earlier morning hours. Still, there is reduced truck productivity due to congestion and fewer daily farm to market truck shipments.

The Oregon Transportation Commission recently approved two intermodal truck to rail facilities. One in the mid-Willamette Valley (near Albany, OR) and one in Treasure Valley (near Ontario, OR).

Technology can currently benefit truck parking and movement using ITS (Intelligent Transportation Systems) and real time travel data. Future benefits of technology will bring truck platooning and connected and autonomous vehicles.

Maura Twomey, Executive Director, Association of Monterey Bay Area Governments, explained that the majority of California is rural and almost every county has rural areas. California's Rural Counties are sparsely populated, totaling only 5 million people in the 38 counties, about 12% of California's total population of 38.8 million. Their economies -- primarily based on agriculture and tourism -- contribute nearly half (47%) of California's total agriculture production and nearly all (98%) of the state's timber production.

California's State Highway System consists of more than 15,000 centerline miles, of which 68% are in rural regions of the state. Across this vast system of rural highway travels nearly $90 billion in freight.

Road conditions, safety, weather and funding are especially challenging for rural counties:

- 32% of California rural roads are rated in poor condition, which is second highest in the nation. 24% are rated in mediocre condition
- 9% of California's rural bridges are rated poor or structurally deficient. Bridges in poor condition or that are structurally deficient have significant deterioration to the bridge and are often posted for lower weight or closed to traffic, restricting or redirecting commercial trucks. As the majority of freight in California's rural counties travels by truck, such restrictions or closures severely hamper the efficient movement of freight.
- Many rural highways are older and were not built to current design standards. In particular, many rural highways are not build to STAA standards and are unable to accommodate commercial trucks. Even where rural highways are built to accommodate commercial trucks, many highways lack adequate capacity for the flow of freight through rural regions

One of the major challenges for freight movement in rural California is safety. The rate of traffic fatalities on California's rural roads is the second highest in the nation and is more than four times the fatality rate of all other roads in the state. Narrow winding roads are not adequate for high speed truck travel required for efficient goods movement and often lead to tragic accidents. Even multilane rural highways pose significant dangers, especially slow moving cross traffic (farm equipment and entering trucks), which conflicts with high speed truck traffic. In addition, agricultural truck travel is often timed to preferred harvest times, such as before dawn, which increase the danger. As capacity becomes an increasing issue in many rural counties, trucks often use more rural roads to avoid congestion, increasing the safety risk to the truckers and the driving public.

Although weather can be a challenge in any area of the state, the weather conditions experienced in many rural counties is often extreme.

Heavy snow in the north and mountain regions of the state often delays or restricts freight movement during winter months. Road closures can isolate rural communities and stop freight movement, especially since many remote rural communities do not have alternate routes. Climate change is exacerbating the weather challenges faced by many rural regions, increasing the severity of storms and droughts, creating havoc on rural highways and the supply chain. Sea level rise is especially threatening to routes in low lying coastal areas, potentially destroying rural highways and isolating coastal communities.

In common with urban regions, California's rural regions face challenges funding transportation maintenance and improvements. Formula funding based on population alone is inadequate to address the needs of the large number of highway miles in rural regions. Remote rural regions are faced with higher maintenance and construction costs, as well as limited work windows due to severe weather in winter months. Although a number of rural counties have passed local sales tax measures to fund transportation, their small population and economic base limits the amount of funding these counties can raise. With limited personnel and resources, competitive grant programs are hard for rural regions.

In addition, the data to support such grant applications is often limited for rural regions or the data is not adjusted to reflect the realities of rural freight travel, often biasing the competitive process. For example, rural regions with agricultural economies often have a significant seasonality factor in their freight travel. Freight truck trips are extremely high during the peak harvest season but limited in the cold winter months where there is little or no agricultural production. For state and federal reporting purposes, the number of truck trips is annualized, masking the true volume and impact of freight travel in peak harvest months.

With the passage of Senate Bill 1, California has increased transportation funding by $5 billion annually. SB 1 also included the Trade Corridor Enhancement Program to improve freight transportation in the state. Rural agencies are eligible to compete for this program and view this as a valuable source for improving freight movement in rural regions. Several rural counties have passed local sales tax measures with the proceeds dedicated to transportation. These funds help rural agencies complete critical projects and provide match for competitive state and federal programs.

Four of the five central coast counties have passed sales tax measures to fund transportation projects. By forming the Central Coast Coalition, the five counties developed a Central Coast Freight Plan and support critical interregional projects as a Coalition. In the first round of the SB 1 competitive freight program, the Coalition was awarded significant funding to improve Highway 101.

What will freight need to reduce GHG emissions?

Mr. Havig responded that it is a big challenge:

- Moving to alternative fuels
- E-commerce drones can use alt fuels
- Maximizing loads; using more rail and barges cuts emissions
- Freight will respond to economic signals; as electric trucks can go farther and become less costly, the shift will happen

Commissioner Brown emphasized the importance of improving transit reliability and connections to get people out of their cars to help freight move.

Mr. Jessup said that states can do more get intermodal hubs to work well. The choice of intermodal location can help improve volume and make the site more attractive to Class I railroads.

Commissioner Batra asked whether the Columbia-Snake system could be used for container shipping. Mr. Havig said that Oregon would like to see that. The Port of Morrow has invested in intermodal shipping infrastructure. Mr. Jessup agreed that there is room for growth. There was container shipment to Lewiston when the Port of Portland received container shipments. However, the locks and dams are getting old and need investment in their maintenance. A New Orleans company is counting on an opportunity for fast barges.

Commissioner Van Konynenburg would like to see some interagency collaboration on truck parking. Commissioner Litt noted that the Palouse and Coulee City short line is limited to 10 mph. It is terribly inefficient; he is interested in the cost of not upgrading these short lines. Commissioner Callery noted that dead-heading is a challenge in rural freight, whether by barge or by rail.

Agriculture & Rural Transportation
Rural Freight Transportation
California's Rural Freight Movement

Action: None.
Follow-Up: None at this time.

Reliable Rural Access = Jobs, Industry and Economic Growth
Rural counties face many challenges including limited, reliable, and safe access, adequate funding, and all impacting sustainable economic development and growth. Andrea Weckmueller-Behringer, Executive Director, Walla Walla Valley MPO and Chair, MPO/RTPO Coordinating Committee kicked off the discussion noting that many of the points made about rural freight issues apply to rural transportation more generally. She began with a snapshot of the Walla Walla Valley, a bi-state MPO region.

Key issues include public transportation, bicycle and pedestrian transportation, traffic safety, and preservation and maintenance.

The multiple providers of public transportation in the region include Valley Transit, the Grape Line, Columbia County Public Transit, Kayak Public Transit (sponsored by the Umatilla Tribe), Milton-Freewater Public Transit, and the Grant County People Mover. The first four listed above all use the• Transit Center in downtown Walla Walla. The Grape Line, put in place with state funds after Greyhound service stopped, provides three round-trips per day, 7 days per week. Some stops are made only by reservation.

iTransitNW helps connect people to these systems buy providing real-time information about all regional transit providers. This software offers real-time bus location, bus arrival time estimates, rider alerts, and trip planning across systems.

The Blue Mountain Region Trails Plan is designed to improve bicycle and pedestrian access and safety. It is a collaboration of 30 partner agencies with assistance of National Park System. The effort, which included extensive public outreach generated a blueprint but no funding is on hand.

The region is addressing ADA, beginning with inventories. Transition plans are in various stages of development. There is significant cost related to addressing current barriers. Oregon's pace of ADA accessibility will be affected by the Landmark Settlement. Of over 30,000 ramps, 94.6% are non-compliant.

Crash statistics and analysis has always been tracked and are now more closely observed since MAP-21's mandated performance-based planning. In a 5-year trend of 5 measures (fatalities and rate, serious injuries and rate, and non-motorist involved), the State of Oregon trended down "positively" but the Oregon portion of the Walla Walla Valley MPO (WWVMPO) trended up "negatively." In Washington, the number and rate of fatalities are up and the Washington portion of the WWVMPO had the highest rate statewide. Non-motorist fatalities and serious injuries also increased. Improving traffic safety will requires a systemic overhaul of the system.

Preservation and maintenance efforts trail, with only $139 million available of $500 million needed. Current preservation efforts include a 10-yr Chip Seal cycle. Needed Maintenance for "State of Good Repair" requires a 7-yr. chip seal cycle, a 15-yr. pavement cycle, and rehabilitation of select arterials.

Amanda Hoey, Executive Director, Mid-Columbia Economic Development District, also heads a bi-state organization. With three counties in Oregon and two in Washington, its 90,000 population is spread out over five counties. There is thriving business, and much work across state lines. Transportation assets provide market access.

Challenges are similar to WWVMPO: aging infrastructure and inability to maintain/sustain key assets and the need to expand to meet growing industry and population needs. Limitations include constrained financial resources, recreation impacts, and mobility concerns.

Bi-State Transit Improvements are significant:

- Gorge Regional Transportation Strategy
- Coordinated trip planner
- New Routes
- Bi-state provider collaboration. The Goldendale to Dalles connection is running full

LeAnn Eager, President and CEO of the Fresno County Economic Development Corporation, said that Fresno County is centrally located between the major markets of Northern and Southern California, with access to two of the state's major transportation corridors, CA-99 and I-5. Transportation options include:

- Fresno-Yosemite International Airport, which serves 1.6 million passengers annually and supports seven commercial airlines

- Amtrak
- Freight Rail provided by BNSF Railway, Union Pacific Railroad, and the San Joaquin Valley Railroad

Fresno is the fifth largest county in California, with a population over 1 million. Over 44% of all employment in the San Joaquin Valley is associated with goods movement-dependent industries. This percentage is higher than goods movement related employment in all other regions of California.

The region is building High Speed Rail (HSR), which has provided over 3,000 jobs and $3.5 to 4.1 billion in total economic activity.

Having HSR will:

- Increase mobility
- Improve air quality
- Provide a needed transportation alternative
- Stimulate job growth

Fresno Yosemite International Airport (FAT) Expansion (FATforward) is a $115 million multi-year, multi-phased expansion providing a new three-level parking garage – 900 covered stalls, a new International Arrivals facility, expanded outbound baggage facilities, an expanded security checkpoint, and a new upper level concourse in existing terminal with dual-use passenger bridges. It is anticipated to generate 1,220 jobs and $182 million in revenue.

Challenges in Central California:

- High Truck Volume. 25% of all food in the United States comes from the San Joaquin Valley. Over 500 million tons of commodities are transported in the San Joaquin Valley annually; this is forecast to increase to 800 million tons by 2040. Trucks are the dominant mode of transportation and account for 92% of all freight movement. CA-99 and I-5 are the backbone to the goods movement system and have higher than average truck percentage volumes; a lack of capacity for both CA-99 and I-5 results in congestion, fatal accidents, and poor air quality for the region
- A new call center at the border of Fresno, Kings, and Tulare Counties will create 1000 jobs but increase congestion

Opportunities in Central California

- Investments in public transportation
- Expansion of the Gig-Economy – Uber/Lyft

Fresno County Rural Transit Agency provides Fixed Route Services and Demand Responsive Services. CalSTART is a non-profit organization that manages programs, informs policy and breaks down barriers to clean transportation. It is involved in tech development and demonstration, assessment and validation, market acceleration, and public policy.

Notable Fresno Projects are:

- Fresno County Rural Transit Agency: Assisted with the development of 13 solar-powered electric vehicle chargers for the 13 rural cities and secured grant funding to deploy the first electric transit buses in rural service
- AmeriPride Linen Service: Co-administer with San Joaquin Valley Air District a $7.1 million grant project to deploy twenty zero-emission, battery-electric linen delivery vans
- Electric Aircraft: Developed the project and secured grant funding to deploy the first fleet of electric aircraft for operation in Fresno County
- Created a welfare-to-work program for truck drivers. Retention rate is 86%

The Future:

- Sustainable Aviation Project is a public-private collaboration to reduce the cost of flight training through the use of all-electric general aviation airplanes. It is a fraction of the cost to train pilots on electric planes. The arrival of the four all-electric aircraft has made Fresno County site of the largest concentration of Alpha Electro aircraft in the world
- Fresno County is looking at a Truck Platooning Pilot. Truck platooning is the linking of two or more trucks in convoy, using connectivity technology and automated driving support systems. These vehicles automatically maintain a set, close distance between each other when they are connected for certain parts of a journey, for instance on motorways
- Hydrogen fuel will be part of the trucking future

Walla Walla Valley Reliable Rural Access
Connect Mid-Columbia Economic Development
Fresno County Reliable Access

Action: None.
Follow-Up: None at this time.

September 17, 2019

Rural Emergency Access

When natural disaster strikes in rural areas, response can be extremely challenging. Partnerships and pro-active planning between jurisdictions is critical to achieving seamless and direct access by responders.

Matt Marheine, Deputy Director, Oregon Emergency Management, emphasized the importance of communication and partnerships in emergency management. Oregon Department of Transportation (ODOT) is lead for two of 18 Emergency Support Functions in Oregon: transportation and public works. ODOT is supported by many other organizations.

There is a state to state mutual aid compact and a Pacific Northwest Emergency Management Agreement, comprised of FEMA Region 10 states and Canada. The Volunteer Organization Active in Disaster (VOAD) logistics support group requests and offers support.

Keys to Success:

- Organizationally prepared
  - Continuity of operations
  - Response plans
- Employee Personally prepared
  - At least two weeks ready

Chris Branch, Commissioner, Okanogan County, reported that fires have always been part of Okanogan County. In 2014 and 2015 critical access routes were cut off by fire. In 2017, the county developed a new regional transportation plan; it responds to the Pateros-Carlton Complex and the Okanogan Complex fires. The 2017 Okanogan County Regional Transportation Plan identifies 1,376 miles of roads owned by Okanogan County

- 726 of those miles –53 percent –are gravel roads
- 571 miles are designated as Primitive Roads
- Thousands of additional miles of Primitive Roads are owned by the Colville Tribes, the Washington State Department of Natural Resources, the Bureau of Land Management, and the US Forest Service

A highly rural road network functions as the rural equivalent of arterials and major collectors on the more familiar functional classification system of urban streets and roads. Okanogan County has embarked on a Backroads Study to establish a baseline understanding of available resources and issues.

The Study will:

- Identify a highly rural road network of gravel, dirt, and primitive roadways that function as the primary network providing critical access and rural connectivity regardless of jurisdiction or land management agency boundaries. (Phase 1)
- Identify strategies for improving interagency collaboration and coordination in the designation and management of this essential network. (Phase 2)

While it is important to identify logical primary routes through highly rural areas, the assessment should include an evaluation of vulnerabilities like the risk of landslides that can block culverts and wash out roads, a prevalent risk in the wake of significant wildland fires. The primary objective of this effort is to get agreement among land management agencies on what constitutes the primary rural network and appropriate design and maintenance standards, as well as ways to improve coordination amongst the different agencies in its management. The process should be open to the fact that new ideas might emerge that build on this work.

Highly rural roadways include a number of public use roadways that may come into consideration as part of a network. These are legacy roadways open to the public and dedicated for public use but they are not necessarily owned by the county or maintained as such.

Other insights included:

- FEMA-funded community-based emergency preparedness efforts are underway and expanding across the region. It will be valuable to engage with these community groups during stakeholder outreach in Phase 2
- Versatile mapping products are needed that are easily scalable to specific areas and easy to print
- Utilities are a key stakeholder interest. Their corridors and facilities cross the boundaries of land management agencies and they rely on these roadways for access
- The implementation strategy needs to address long-term database maintenance needs. Devise a crosswalk that enables seamless data updates without requiring extra effort on the part of agencies

Jody Jones, Mayor, Town of Paradise, reviewed the Camp Fire and reported on Rural Emergency Access. Mayor Jones explained that Paradise was a small, poor town. With a population of 26,396, a median age of 50, and a median household income of $47,500.

Two fires threatened the town in 2008. Because evacuation was difficult, planning to improve response began. The city established evacuation zones and developed plans for contraflow, with all lanes headed out of town. A gravel forest service road was paved to provide an additional evacuation route. The city held Emergency Operations Center drills every six months.

As good as the preparation was, it was not enough. In the 2018 fire, 90% of the town was destroyed, 12,000 homes were destroyed and 86 people died. Over 26,000 people were displaced. If the emergency planning had not been done, more would have died. Of the structures left standing, 51% of those built after enactment in 2008 of wildland fire standards survived. Of older buildings, only 9% survived.

The dead trees and new brush that resulted from the 2008 fires fueled the Camp Fire. Technology failed. Cell phone towers collapsed. Every evacuation route was blocked during part of the day. The normal 20 minute route to Chico took four hours. Traffic in Chico which was not under control caused a backup in Paradise. The city is considering installing sirens. Forest management also is needed.

Paradise has developed a Long Term Recovery Plan. It identifies 40 Recovery Projects. Important transportation projects include:

- Evacuation Routes
- Missing Road Segments
- Long Dead-End Streets

Commissioner Litt pointed out that Washington has about 385,000 acres that are not in any federal, state, or fire district jurisdiction. In Oregon, there also are unprotected lands. Washington State is working on ways to fill those gaps. SB 5010 allows for annexation of "No Man's land" adjacent to fire districts.

Robert Ezelle, Director, Washington Division of Emergency Management, reported that the state has made progress since he last spoke the Commission in 2017, but that much work remains to be done. Reflecting on how Hurricane Maria extensively damaged Puerto Rico and how recovery of an island is especially challenging, he observed that its mountains and water will isolate Washington like an island after the Cascadia Subduction Zone quake occurs.

Oregon Emergency Management
Okanogan County Backroads Study
Town of Paradise Rural Emergency Access

Action: None.
Follow-Up: None at this time.

Federal Transportation Update & Outreach
The Commissioners reviewed the draft joint-commission letter regarding federal funding.

Action: For California, Commissioner Alvarado moved adoption of the letter. Commissioner Dunn seconded the motion and it was approved unanimously. For Washington, Commissioner Jennings adoption of the letter. Commissioner Batra seconded the motion and it was approved unanimously.

Commissioner Alando said that the Oregon Commission will vote on at its meeting on Wednesday, September 18.

Follow-Up: Each state will send the joint letter to its Congressional delegation after Oregon takes action.

Representing the Federal Highway Administration, Dan Mathis, Washington Division Administrator, Phillip Ditzler, Oregon Division Administrator, and Vince Mammano, California Division Administrator, Federal Highway Administration (FHWA), reported on the status of federal funding. Mr. Mammano emphasized it is important to demonstrate that state match is real money. FAST Act rescission of $7 billion will occur in July 2020. Amounts will depend on how well each state is moving dollars.

The proposed Senate Environment and Public Works budget increases funding by 27%. Since 2001 outlays from Highway Trust Fund have exceeded receipts.

FAST Act gave states greater flexibility in how to spend dollars. It is federal money that states administer; FHWA role is to help states get through the process and spend the money properly.

Road Usage Charging (RUC)

Garth Hopkins, Deputy Director, Transportation Planning, California Transportation Commission, reported on California's road charge effort, which began in 2014. The Pilot Program in 2016-17 included over 5000 vehicles. Caltrans entered into a contract last July to conduct a pay-at-the-pump study.

California has process issues to address with a new administration and staff, including staff expertise and coordination within state government.

Next steps include:

- Develop sound recommendations for Legislature and Administration to consider
- Scope for state government vehicle demonstration program & determine the feasibility to include regional toll authorities in a road charge demonstration
- Obtain funding for road charge related research
- Educate key stakeholders and opinion leaders on the need for a road charge
- Coordinate with other states on their road charge efforts

Commissioner Lucy Dunn reported that the Reason Foundation issued a report yesterday recommending states move forward with road usage charging.

Reema Griffith, Executive Director, Washington State Transportation Commission, reported on Washington's Road Usage Charge Pilot Program. Washington's pilot of over 2000 vehicles revealed that drivers became more accepting of RUC as a revenue option with actual experience.

She emphasized that RUC & tolling are separate tools in the Washington tool box:

- RUC is being looked at as a foundational funding source for the statewide transportation system, replacing the gas tax. It assumes drivers would pay RUC AND tolls –just like they pay gas taxes AND tolls today
- Tolling is used to pay for a specific project and/or manage demand on a specific corridor, with the revenues dedicated to that corridor or project
- While RUC could incorporate pricing for congested corridors, to do so requires the mandatory use of GPS –and this conflicts with a key priority: Consumers must have a choice for how they report their miles, including not using GPS. Privacy trumps pricing

Maureen Bock, Manager, Office of Innovation, Oregon Department of Transportation, talked about an education program is to help Oregonians understand three things:

1. How transportation projects are funded
2. The existence of the transportation funding gap
3. How OReGO could address the funding gap

The campaign focuses on two elements:

- Visuals of Oregon roads and destinations
- Data about Oregon roads and the funding situation

ODOT hopes that with just one page – one page(!) of information – people will grasp the road funding problem and that OReGO is a good solution. Next year, we will take this education program to the public. Communication tools will help us reach as many people as possible, in person and online, with simple and clear messages about what road charging means for them and for Oregon.

A suite of videos will introduce OReGO in multiple channels.

- A feature video captures the passion for driving through Oregon landscapes while framing up the funding problem
- Less than one minute long vignettes address top road charge concerns in three theme areas:
  - How we got to OReGO;
  - How OReGO works;
  - The future of road charging

What's Next:

- Continue outreach
- Work on interoperability
- Developing a connected vehicle ecosystem
- Promoting EV adoption
- We are sharing with others our vision for a mobility marketplace where the user experience is paramount. This envisions having private sector service providers providing services like RUC, tolling, parking and other such services, setting up very exciting possibilities for the business partners and the state to leverage data to meet mobility needs and provide a superior user experience

Washington Road Usage Charge Program
Oregon Road Usage Charge Program
California Road Usage Charge Program

Action: None.
Follow-Up: None at this time.

Group Discussion and Wrap-Up

Commissioners decided to meet jointly again in 2020. Topics to consider include:

- Technology and transportation
- Seismic impacts on transportation
- Housing, homelessness and transportation
- Climate change and transportation
- Equity, environmental justice and transportation

At its meeting this week, the Oregon Commission will discuss the possibility of hosting the 2020 meeting. If Oregon does not host, California offered to host next year.

TRANSPORTATION COMMISSION

JERRY LITT, Chair	ROY JENNINGS, Vice-Chair
SHIV BATRA, Member	JAMES A. RESTUCCI, Member
HESTER SEREBRIN, Member	JOE TORTORELLI, Member
DEBBIE YOUNG, Member	

ATTEST:

REEMA GRIFFITH, Executive Director	DATE OF APPROVAL